THE SIXTH DAY

Monday, the 28th February, 1927.

The Assembly met again at 11 A. M. on the 28th February 1927.

88. Agriculture in South Travancore.

MR. N. RAMAKRISHNA PILLAI (*Member, Municipal Council, Padmanabhapuram*) said that agriculture in South Travancore was in a deplorable condition and that the yield from paddy lands was decreasing year by year. One of its chief causes was that the water from Pechippara was causing damage by percolation to the old wet lands in the area commanded by it. Secondly, all the irrigation storage tanks were being dried up during the summer season. There were also no proper channels for draining the surplus water from the tanks. There existed no facilities for taking the water from those tanks for the use of the adjoining lands. During the rainy season, the accumulation of rain water and Kodayar water caused breaches of most tanks and consequent loss of crops on adjoining lands. As instances in point, the member referred to the *Keralapuram Perunirkulam* and the *Nullikulam* in the Tuckala *pakuthi*. On account of breaches in the two tanks, the adjoining lands had deteriorated. In order to avoid the recurrence of similar breaches, the irrigation tanks and the channels leading to and from them should be maintained in proper condition.

Another obstacle in the development of agriculture was the paucity of cattle. The ryots had not got an adequate number of cattle to plough their own lands. They were also not able to collect cattle manure. The main reason for the paucity of cattle was the want of grazing grounds. Bullocks for ploughing the lands had to be purchased for each crop but for want of proper grazing grounds they became useless for the next crop. In order to improve such a state of affairs, adequate grazing grounds should be reserved in each *pakuthi*.

There was great difficulty in obtaining green leaf manure. All the lands from which green leaf manure used to be gathered in olden days had been converted into wet lands. For the beneficial enjoyment of wet lands in the collection of green leaf manure, etc., reserved forests should be set apart and the extents of land so set apart should be notified in the *Government Gazette*. The area under wet cultivation had increased, while the difficulties to obtain manure had grown.

Lastly, the member said that during the late war a large quantity of paddy was exported from South Travancore year after year. But Nanjinad which could produce such surplus food stuffs was now in a bad way.

DEWAN'S REPLY: Mr. Ramakrishna Pillai, the Government have already realised the advisability of examining the need for conserving and improving the storage tanks in the part of the country you referred to.

89. Needs of the Neyyattinkara taluk.

MR. N. K. PADMANABHA PILLAI (*Member, Neyyattinkara taluk, Group I*) said that, although the Government had appointed a special staff for the restoration of minor irrigation tanks in the Neyyattinkara taluk, the restoration work was not being done promptly. Instructions should therefore be issued for the prompt execution of the works. The slow progress was partly due to the fact that the contracts for them were given to contractors of other taluks. It would be more advantageous if local co-operative societies were given such contracts.

The Kodayar Right Bank Channel, if constructed, would be most useful to the inhabitants of the Neyyattinkara taluk. The Government had originally promised to construct the channel but for some reason or other had given up the scheme. The matter should be reconsidered.

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The Government had spent about Rs. 5,000 in connection with the Aruvikara Irrigation Scheme in the Maranallur *pakuthi*. But that too was given up on the ground that the Kodayar Right Bank Channel would be more useful. The need for the scheme had already been urged upon the Government at previous sessions of the Assembly and the Government had stated in the Statement of Action taken on Assembly representations that they were awaiting the Chief Engineer's report. The scheme would prove beneficial not only to the ryots of the Neyyattinkara taluk but also to those of the Vilavankod taluk.

Passing on to means of communication in the taluk, the member said that a small bridge and three or four culverts had to be built on the Amaravila-Ottassekharamangalam road. The most important of the culverts to be built was the one at the 1st milestone. On account of the absence of a culvert there, even loss of lives had occurred during times of flood. The member was aware that budget provision had been made for the purpose and only requested that the work should be carried out soon.

The Udiyankulangara-Kulattur road was unfit for cart traffic for want of one or two culverts. The estimates for the culverts, the member said, were ready and the works should be taken in hand at an early date.

The trace from the 1st mile of the Amaravila-Ottassekharamangalam road to the 4th mile of the Amaravila-Vellarada road, constructed by the people and maintained by the Government, should be converted into a cart-road. There had been several representations on the subject but no decision had been arrived at.

The trace leading from the Amaravila-Vellarada road to the Kunnattukal Pakuthi Cutcherry and other places was very useful to the inhabitants of the locality but it was in a bad condition. It should be repaired and converted into a cart road.

The Kulattur *todu* crosses the road connecting the M. S. road, 1st mile, 3rd furlong, with the Parassala-Kollenkod road. The road was constructed by the people and maintained by the Public Works Department but for want of a bridge across the *todu*, people were put to much inconvenience. The road was very useful to the inhabitants of the Neyyattinkara taluk and those of the Vilavankod taluk. The matter was pressed at the previous session of the Assembly and the Chief Engineer's report on the subject had not reached the Government. The member requested a favourable decision on the matter.

Other public works referred to by the member were the following :—

(1) Conversion of the trace leading from Kattakada to Mylakkara into a cart-road.

(2) Construction of a bridge at Mandapattu *kadavu*.

(3) Construction of a road leading from the M. S. Road, 10th mile, to the Neyyattinkara-Moolayilkonam road, 2nd mile, 7th furlong and extension of the same from 3rd mile, 1st furlong, to the Amaravila-Ottassekharamangalam road, 6th mile.

(4) Construction of a bridge at Poovar.

In regard to the last item, the Government had stated in the Statement of Action taken on the Assembly representations that, on account of the heavy outlay involved, the work could not be undertaken. The bridge was an absolute necessity in view of the heavy traffic on the road there. The matter should therefore be reconsidered.

The several Sub-Registrars' offices in the taluk were located in inconvenient places and their jurisdiction required re-adjustment. The existing jurisdiction of the offices had been fixed without considering the convenience of the people. As an instance in point, the member said that the Ottassekharamangalam *pakuthi* had been transferred from the jurisdiction of the Ooruttambalam Sub-Registrar's office, to that of the Kunnattukal Sub-Registrar's office, but the inhabitants of Ottassekharamangalam had to pass along ths Sub-Registrars' offices at Neyyattinkara and Amaravila to go to Kunnattukal. That was hard. For re-adjusting the jurisdiction of the several Sub-Registrars' offices, a committee consisting of the Director

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of Registration, the Sri Mulam Popular Assembly members and the Legislative Council member of the taluk should be appointed.

Lastly, the inhabitants of Vellarada were put to much inconvenience on account of the abolition of the local Police outpost. There was a market near by and crimes were frequent. The outpost should therefore be re-established. It would be useful not only to the inhabitants of the Neyyattinkara taluk but also to those of some *pakuthies* of the Vilavankod taluk.

DEWAN'S REPLY : Mr. Padmanabha Pillai, I am very sorry I have not got the necessary information before me in order to give an answer to all the points referred to by you. The only point on which I am in a position to give you a reply now is about the Puvar bridge. The Chief Engineer tells me that it will cost about half a lakh of rupees; he also holds the view that the present traffic on the road is not sufficient to justify the expenditure of such a large amount for the construction of a bridge on that road.

With regard to the other points, I shall have a separate reply sent to you by the Chief Secretary.

90. Needs of the Neyyattinkara taluk.

MR. S. PADMANABHA AIYAR (*Neyyattinkara taluk, Group II*) said that the question of opening a road from the 4th mile of the Trivandrum-Kovilam road to the 4th mile of the Pallichal-Vizhinjam road was pressed at ten previous sessions of the Assembly. The inhabitants of the locality were willing to give up the lands required for the road to a width of 40 feet free of compensation and memorials had also been submitted to the Government to that effect in Karkatakam 1101. The preliminary survey was over but the work was not begun.

The Balaramapuram-Vizhinjam road was as important as a main road. The wheeled traffic was heavy, but during the rainy season the road was not fit for cart traffic. Even pedestrians found it difficult to use the road. It should therefore be metalled.

The Sub-Registrar's office at Venganur should be removed to Balaramapuram. The territorial jurisdiction of the Sub-Registrars' offices was not properly fixed as a result of which much confusion and inconvenience had been caused to the people. It would be desirable to appoint a committee to enquire into the question of jurisdiction of Sub-Registrars and suggest the necessary revision. In the meantime the seal and name of the Venganur Sub-Registrar's office should be changed.

Much inconvenience and annoyance were caused to the people on account of the existing location of the Niramankarai night-soil depôt. People could not freely use the Tiruvallam road. The depôt was also contaminating the water in the Karamanai river, being situated only half a furlong away, and thereby causing injury to the numerous people using the river for bathing purposes. Formerly, the night-soil used to be incinerated. But subsequently the practice was changed and it was being deposited in pits. Not only that, melons produced there in abundance were being sold to the people. That was the source of elephantiasis and other allied diseases, which were unknown before the location of the depôt at Niramankarai. The place was thickly populated, and it was essential that the depôt was removed elsewhere.

The bund on the eastern side of the culvert at Korandikara was of no practical use as it could not prevent the overflow of water from Karamanai river during the rainy season and consequently the crops in the Kari and the Koliakod *yelas* were much affected. In view to prevent such overflow, the level of the bund should be raised.

Puvar was subject to all sorts of epidemic diseases. It was a dirty place thickly populated by Mahomedans and Christians. The nearest hospital was the Mission hospital at Nellikakuzhi, which was of no help to the public. The nearest Government hospital was at Neyyattinkara, 6 miles off. It was very inconvenient to take patients to such distant hospitals. It was therefore necessary to open a hospital at Puvar. Incidentally, the member pointed out that doctors posted to the

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